



Welcome!

Meyonohk Neighbourhood and Alley Renewal

Meyonohk Neighbourhood and Alley Renewal | Options and Tradeoffs
Learn more by going to: edmonton.ca/BuildingMeyonohk

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Edmonton

Draft Vision

We are the friendly, welcoming and vibrant community of Meyonohk.

Our neighbourhood values safety, inclusivity and accessibility. Our residents are well connected with walking trails and major roadways nearby, which allows them to easily explore Meyonohk and beyond.

Draft Guiding Principles

Community-focused spaces



Foster a sense of community by enhancing public spaces to encourage interaction and inclusion for all ages, backgrounds and abilities.

Active and engaged lifestyles



Support healthy, vibrant lifestyles with enhanced recreational opportunities that encourage physical and social activity for everyone.

Connectivity and mobility



Strengthen Meyonohk's network of pathways to ensure safe, convenient movement to destinations and public transit.

Eco-friendly design



Integrate eco-friendly infrastructure and green spaces, foster environmental health and resilience, encourage native landscaping and support local ecosystems.

Aesthetic and functional spaces



Design public spaces to blend beauty with function and to create places that are enjoyable and practical for everyday use.

Safe and secure environment



Prioritize safety through infrastructure to enhance safety for all residents.

Vibrant commercial spaces



Foster dynamic commercial areas that boost business, attract visitors and provide lively community gathering spots.

Meyonohk Neighbourhood and Alley Renewal – Exploring Options and Tradeoffs

Walking and rolling | Opportunity overview



LEGEND

Potential	Existing	
New walking and rolling connection	Painted crosswalk	Shared pathway
Widened walking and rolling connection	Signalized crosswalk	School lands
Realigned pathway in Meyonohk Park	Traffic light with crosswalks	Community league licensed area
Sidewalks to be replaced	Transit stop	Open spaces
	Transit local route	Neighbourhood boundary

Relevant guiding principles

CONNECTIVITY AND MOBILITY	ECO-FRIENDLY DESIGN	ACTIVE AND ENGAGED LIFESTYLES
SAFE AND SECURE ENVIRONMENT	AESTHETIC AND FUNCTIONAL SPACES	

What we heard

- During the previous engagement, we heard:
- + Safe conditions for walking are important to community members
 - + Sidewalks and pathways should be accessible for people of all ages and abilities, with enough space for people to walk side-by-side
 - + Wider sidewalks in front of the school
 - + Add waste bins along key locations on pathways, sidewalks and near seating areas
 - + Improve crossings near the school and at intersections leading out of the neighbourhood, such as Lakewood Road South at Mill Woods Road, 85 Street at 23 Avenue, 79 Street at 28 Avenue and Lakewood Road South at 28 Avenue
 - + Improve sidewalk conditions and address water pooling
 - + Improve lighting along sidewalks and pathways
 - + Add walking connections in alleys that connect to breezeways (public pathway between two private properties)

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Biking | Opportunity overview



LEGEND

Potential	Existing	
New bike route or bike facility	Crossing location	School lands
Widening of existing walkways into neighbourhood bike routes	District connector bike route (shared pathway)	Community league licensed area
Realigned pathway in Meyonohk Park	Shared pathway	Open spaces
	On-street bike route (shared roadway)	Neighbourhood boundary

Relevant guiding principles

CONNECTIVITY AND MOBILITY	ECO-FRIENDLY DESIGN	ACTIVE AND ENGAGED LIFESTYLES
SAFE AND SECURE ENVIRONMENT	AESTHETIC AND FUNCTIONAL SPACES	

What we heard

During the previous engagement, we heard:

- + Create safe bike connections and pathways for all ages and abilities in the neighbourhood and along Mill Woods Road

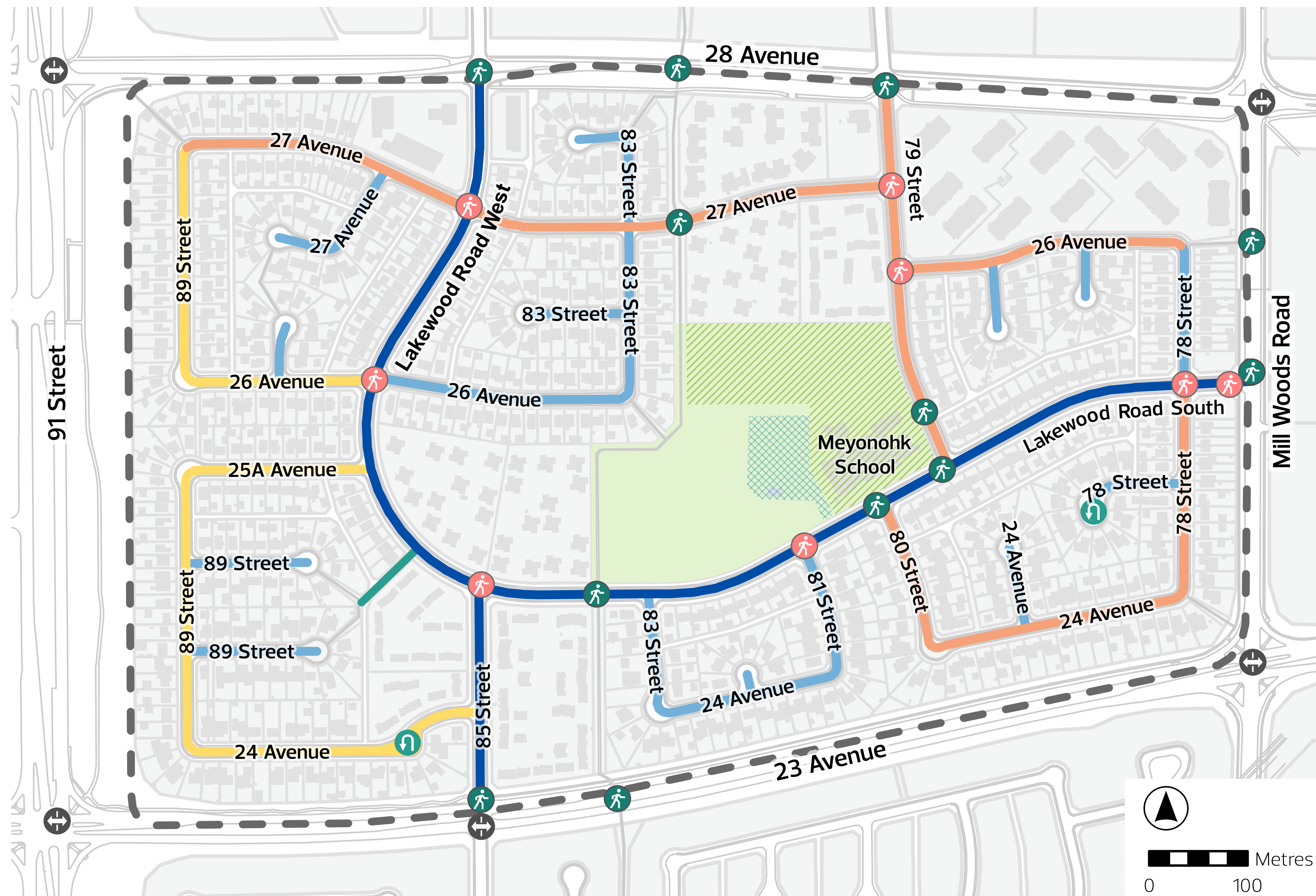
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Traffic movement and safety | Opportunity overview



LEGEND

Potential

- Collector roads with additional space for redesign (including biking options)
- Local roads with additional space for redesign (including biking options)
- Local roads with additional space for redesign (not including biking options)
- Local roads that do not have additional space for redesign
- Shared street opportunity
- Cul-de-sac reconfiguration
- Enhanced existing crossing
- New crossing

Existing

- Traffic light with crosswalks
- School lands
- Community league licensed area
- Open spaces
- Neighbourhood boundary

Relevant guiding principles

- CONNECTIVITY AND MOBILITY
- AESTHETIC AND FUNCTIONAL SPACES
- ACTIVE AND ENGAGED LIFESTYLES
- VIBRANT COMMERCIAL AREAS
- SAFE AND SECURE ENVIRONMENT

What we heard

- During the previous engagement, we heard:
- + Concerns about speeding along Lakewood Road South, 85 Street and 79 Street
 - + Traffic congestion around the school at drop off and pick up
 - + Add traffic calming measures into the neighbourhood and around the school to reduce speeding
 - + Improve road conditions and address water pooling on roads in the neighbourhood
 - + Improve drainage in alleys where there is pooling



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Places and placemaking | Opportunity overview



LEGEND		Existing	
	Community-led placemaking opportunity		Private community garden
	Enhanced gathering area		Off-leash area
	New seating area		School lands
	School drop off improvements		Community league licensed area
	Realigned and enhanced existing cul-de-sac island		Open spaces
	Improved lighting on existing walkway		Neighbourhood boundary
	New lighting on new walkway		
	Boulevard enhancements near neighbourhood commercial area		

Relevant guiding principles

ECO-FRIENDLY DESIGN	ACTIVE AND ENGAGED LIFESTYLES	COMMUNITY-FOCUSED SPACES
VIBRANT COMMERCIAL AREAS	SAFE AND SECURE ENVIRONMENT	AESTHETIC AND FUNCTIONAL SPACES

What we heard

- During the previous engagement, we heard:
- + Improve lighting and add picnic tables, benches, shaded areas to the existing parks and open spaces
 - + Identify the off-leash dog area near the community and add waste bins
 - + Add and maintain a variety of sports fields, courts, and the playground
 - + Add trees in Meyonohk Park to provide shade for people who use the park



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New sidewalk and pathway connection options



LEGEND

Potential	Existing	
Enhanced existing crossing	Traffic light with crosswalks	School lands
New crossing	Transit stop	Community league licensed area
New walking and rolling connection	Transit local route	Open spaces
Widened walking and rolling connection	Shared pathway	Neighbourhood boundary
Realigned pathway in Meyonohk Park		
Sidewalks to be replaced		

Description

Existing sidewalks and pathways in the neighbourhood will be replaced with minor adjustments to meet current design standards.

New pathway and sidewalk options are proposed to improve neighbourhood connections for people who walk, roll, and bike. Shared pathways are cleared of snow by the City according to the Snow and Ice Policy.

The additional pathway options are:

- A** Connect the existing shared pathway along 91 Street to Lakewood Road West
- B** Connect the north-south pathway across Meyonohk Park to 79 Street
- C** Improve / formalize pathway connection through alley between 89 Street and Lakewood Road West
- D** Realign existing pathway through park site

Benefits

- + Continuous sidewalks and pathways provide better connections through the neighbourhood
- + Improved accessibility and safety for people walking, rolling, and biking

Tradeoffs

- + New sidewalks and pathways may require removal of existing landscaping that encroaches on City land
- + Some public trees may need to be removed and/or replaced to make room for widened sidewalks and new pathways

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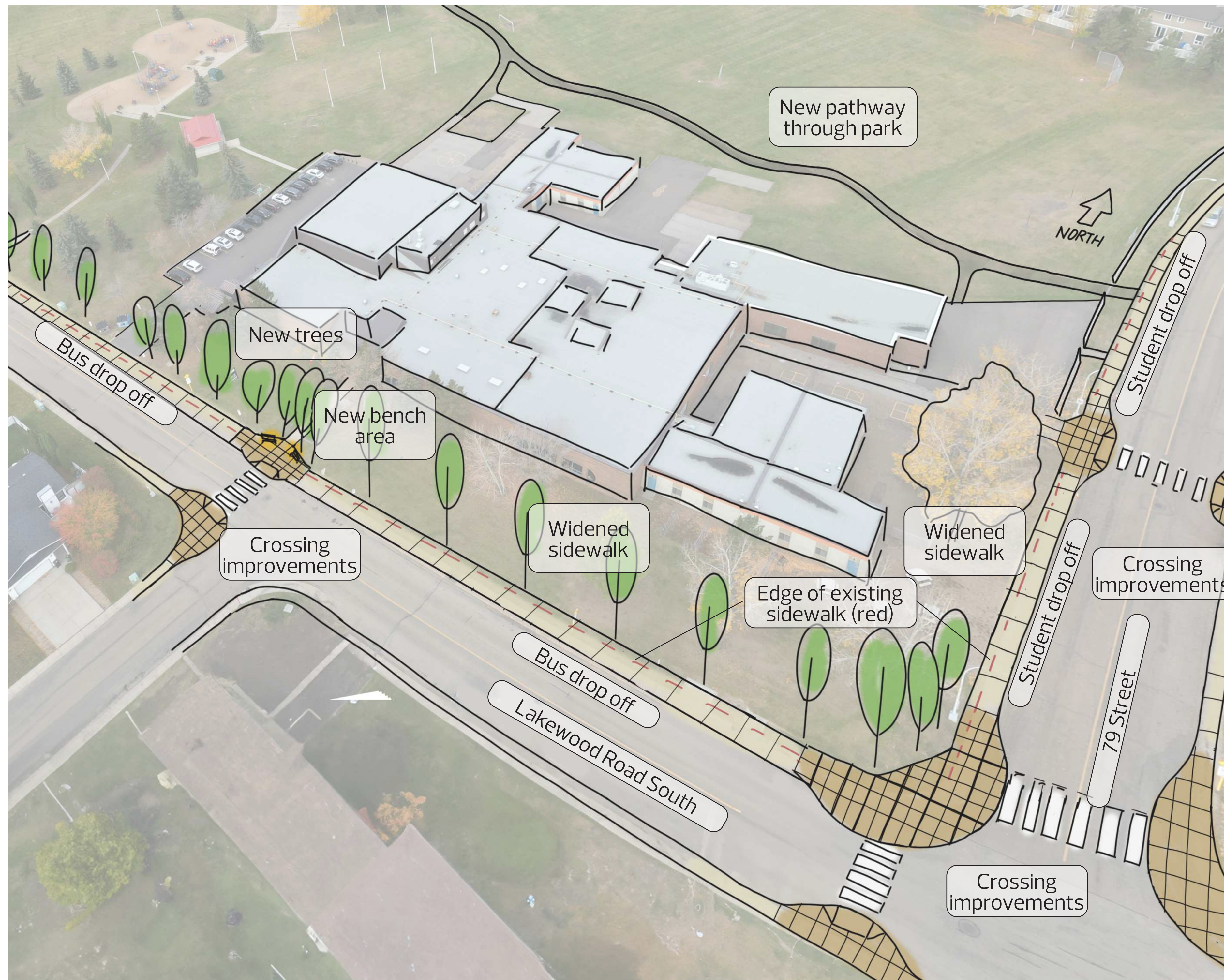


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Meyonohk School drop off improvement option



Description

The bus drop-off areas near schools are busy before school and after school. Walkways at the Meyonohk School drop-off areas may be widened to accommodate more people.

Design enhancements, such as benches and tree plantings, are included in the design to make the space more welcoming and comfortable.

Benefits

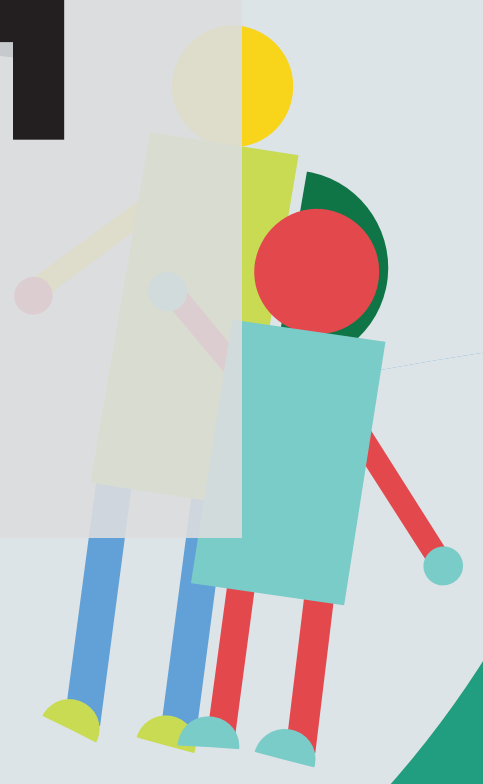
- + Widening the walkways in these drop-off areas makes movement of students, staff and parents easier and more accessible
- + More space for people to walk, roll and bike, clear from car doors
- + Crossing improvements may provide a physical buffer to prevent parking too close to the intersection or crosswalk
- + Accessible design features, such as textured warning strips added to the curb ramps, support people with visual impairment or other accessibility challenges

Tradeoffs

- + Wider sidewalks reduce the amount of grass area near the school



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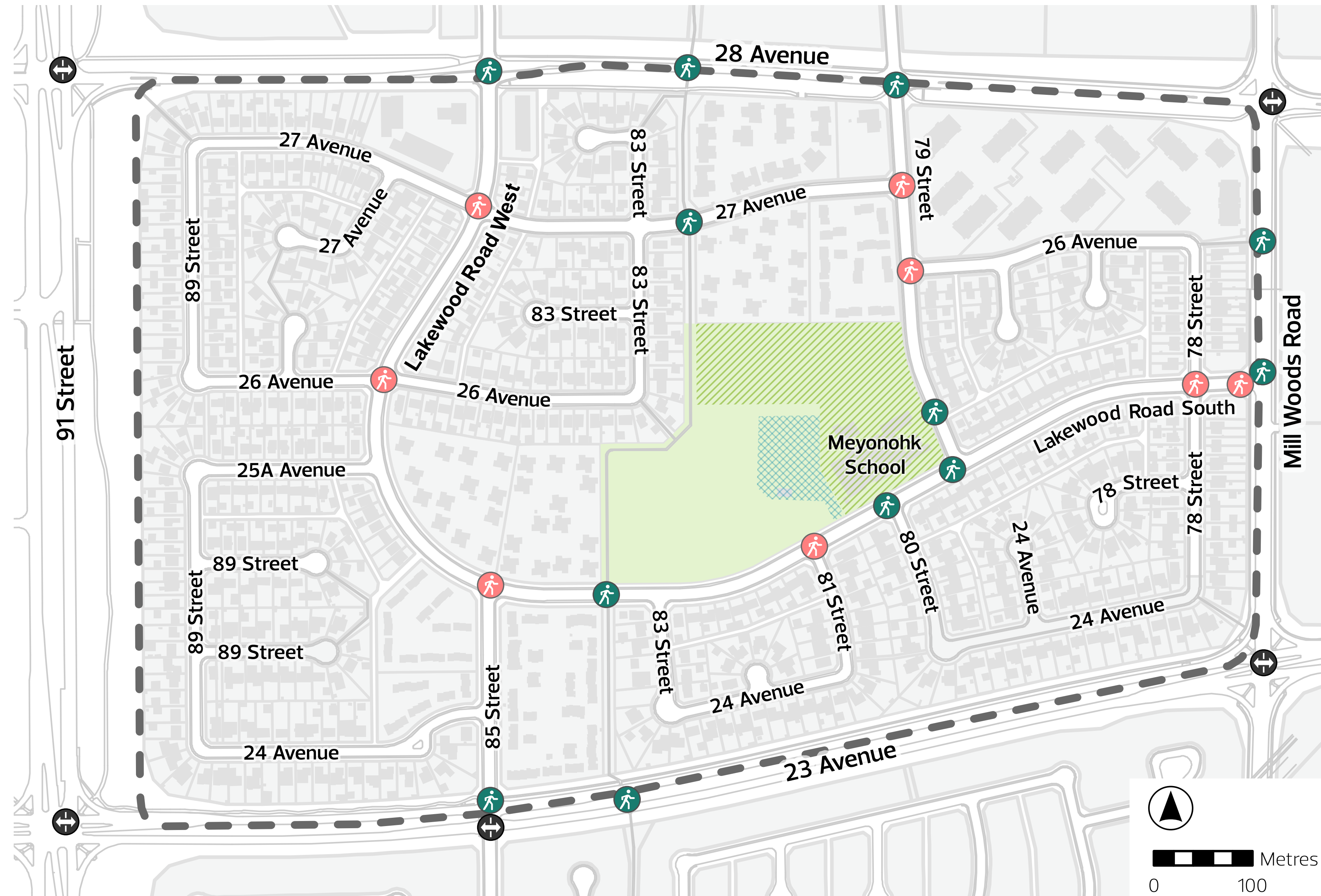
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Potential crossing and traffic calming locations



LEGEND

Potential

- Enhanced existing crossing
- New crossing

Existing

- Traffic light with crosswalks
- School lands
- Community league licensed area
- Open spaces
- Neighbourhood boundary

Description

Traffic calming and crossing improvements are measures used to slow traffic, discourage shortcutting and improve safety for people who walk, roll or bike.

The location and type of traffic calming or crossing improvement will be determined by roadway safety needs and current City policies.

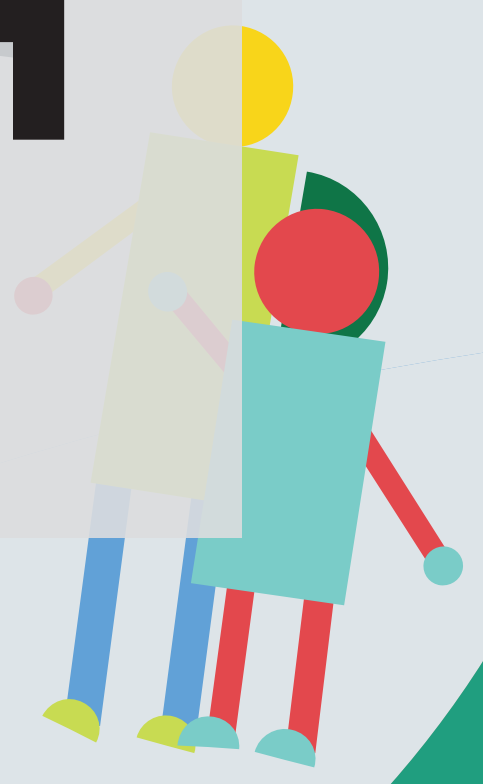
Benefits

- + Traffic calming measures encourage slower traffic in their immediate vicinity
- + Combinations of measures can encourage slower traffic on an area-wide basis and discourage shortcutting
- + Some measures shorten the crossing distance for people who walk or roll and improve visibility of people crossing the street
- + Crossing improvements may provide a physical buffer to prevent parking too close to the intersection or crosswalk

Tradeoffs

- + Some measures may reduce on-street parking
- + Potential for diversion of traffic to other roads
- + Access changes may require people who drive to alter their routes within the neighbourhood

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Meyonohk Neighbourhood and Alley Renewal – Exploring Options and Tradeoffs

Crossing and traffic calming options



Curb extensions

Description

A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.



Raised crossings

Description

A crosswalk which is constructed higher than the roadway surface.



Raised intersections

Description

An intersection that is constructed higher than the surrounding roadway surfaces.



Mid-block crossings

Description

Mid-block crossing improvements between intersections provide more opportunities for people who walk and roll to safely cross the road.



Centre medians

Description

A centre median is an island located along the centreline of a street.



Speed humps and Speed tables

Description

Speed humps and speed tables are raised sections of the road. They are similar to raised crosswalks but are shorter in length and not placed at crossings.

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Crossing and traffic calming options comparison table

	Curb extensions	Raised crossings	Raised intersections	Mid-block crossings	Centre medians	Speed humps and speed tables
Benefits						
+ Encourages slower traffic	●	●	●	●	●	●
+ Improves visibility of people crossing the street	●	●	●	●	●	
+ Improves the awareness of crossings for people who drive	●	●	●	●	●	
+ Provides a level surface for crossing, which improves accessibility and the walking and rolling experience for all		●	●			
+ Shortens the crossing distance for people who walk or roll	●	●		●	●	
+ Provides a physical buffer to prevent parking too close to the intersection or crosswalk	●					
+ Creates an opportunity for beautification and landscaping	●					
+ Creates more crossing options for people who walk and roll and may shorten the travel distance				●		
+ Provides an area to wait, allowing people who walk, roll or bike to cross in two stages, if needed					●	
Tradeoffs						
+ People who bike may need to join the driving lane	●					
+ Additional landscaping maintenance may be required	●					
+ May reduce some on-street parking stalls		●		●	●	
+ May cause discomfort for people in vehicles and those who bike when crossing			●			●
+ May cause some braking and accelerating traffic noise			●			●



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Biking opportunities and comparison table



Shared pathway

Description

A shared pathway is a space for people who walk, roll and bike.



Shared road bike route

Description

Markings are painted on the road to indicate the space is shared by people who bike and people who drive.



On-street bike lane

Description

A bike lane that has a protected barrier to separate people who bike from people who drive.

Benefits

- + People walking, rolling and biking share spaces separate from people driving
- + People walking, biking and driving each have their own separate spaces which promotes safety and comfort for all
- + Separate people biking from people driving
- + Separate people biking from potential car door swings
- + Maintain existing parking
- + Maintain existing traffic patterns
- + Increase awareness for people driving and biking through signage and pavement markings
- + Connect to other bike facilities such as shared pathways and bike lanes outside of Meyonohk

Tradeoffs

- + May reduced or remove on-street parking on one or both sides of the road
- + People who walk and roll and people who bike may share the same space which can be a concern in busy areas
- + People who bike and people who drive share the road by travelling in a single file
- + Front yards may not appear as large*

**any design changes may use the City road right-of-way next to the curb and sidewalk. However, as this right-of-way is next to the property line, some owners may feel it encroaches on their property.*

	Shared pathway	Shared road bike route	On-street bike lane
+ People walking, rolling and biking share spaces separate from people driving	●		●
+ People walking, biking and driving each have their own separate spaces which promotes safety and comfort for all	●		●
+ Separate people biking from people driving	●		●
+ Separate people biking from potential car door swings	●	●	
+ Maintain existing parking	●	●	
+ Maintain existing traffic patterns	●	●	
+ Increase awareness for people driving and biking through signage and pavement markings		●	●
+ Connect to other bike facilities such as shared pathways and bike lanes outside of Meyonohk	●	●	●
+ May reduced or remove on-street parking on one or both sides of the road		●	●
+ People who walk and roll and people who bike may share the same space which can be a concern in busy areas	●		
+ People who bike and people who drive share the road by travelling in a single file		●	
+ Front yards may not appear as large*	●		

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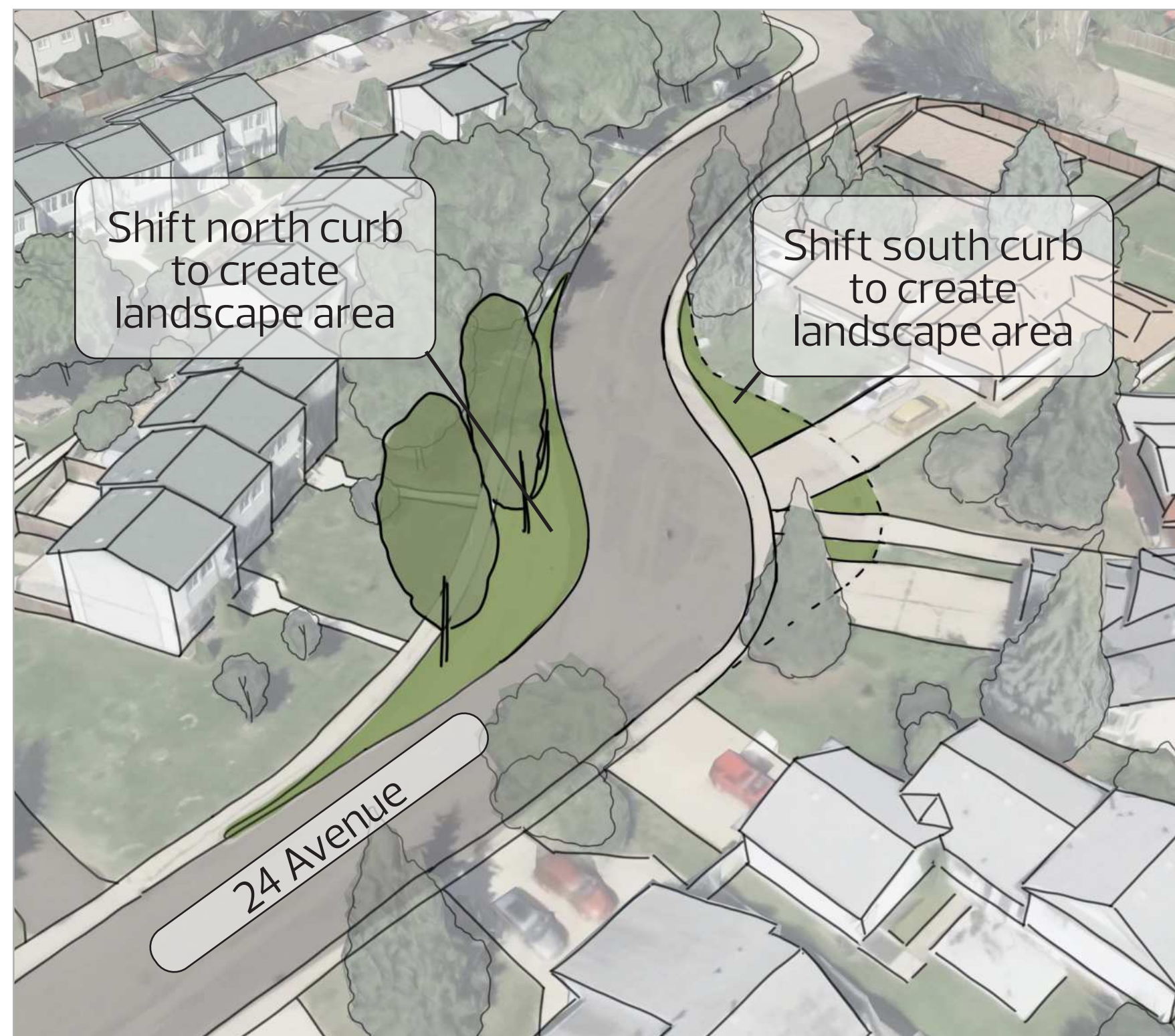
Realigned cul-de-sac islands – 24 Avenue



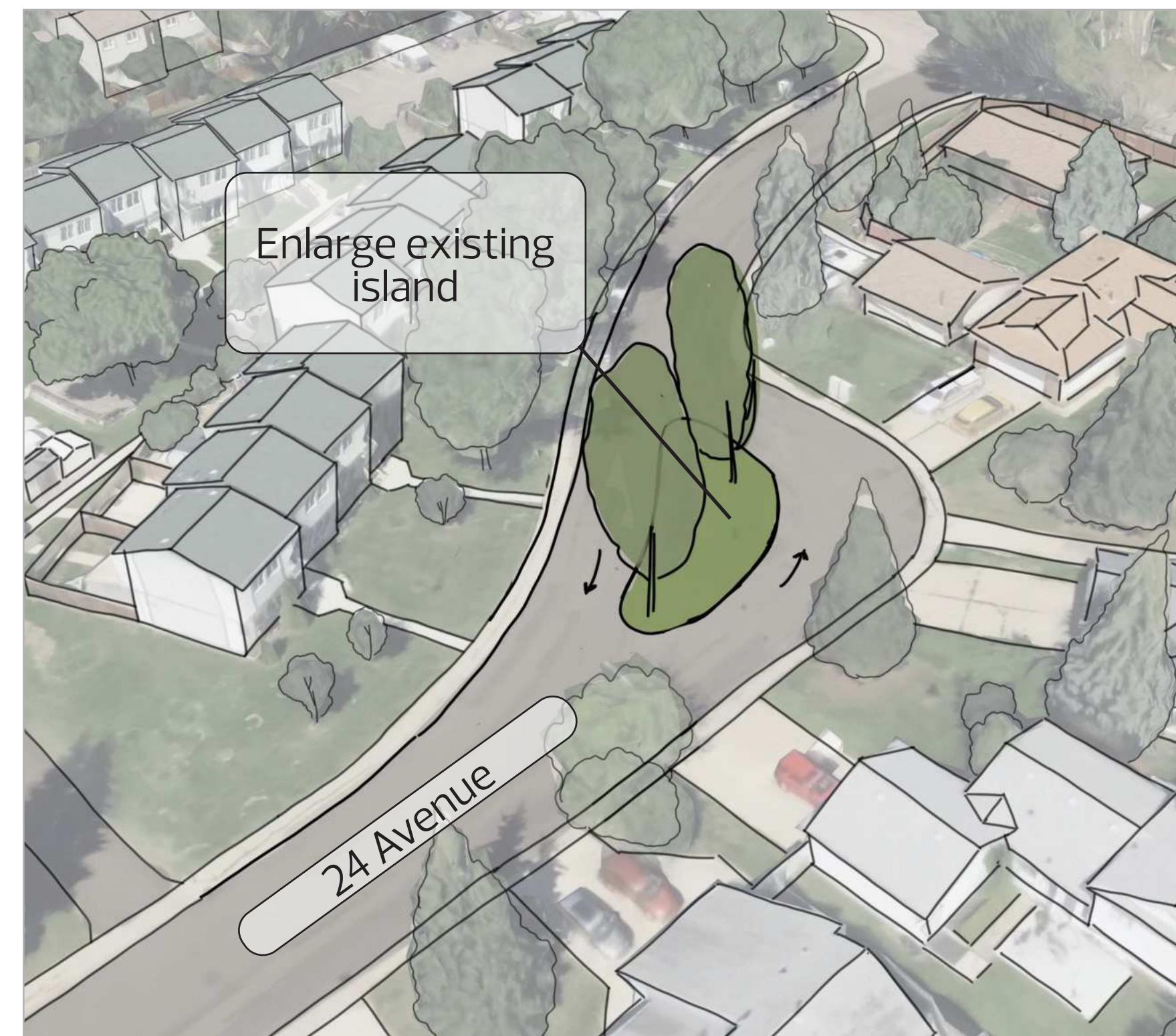
Existing Scenario



Option 1 – Additional landscape area on north side of road



Option 2 – Additional landscape area on north and south sides



Option 3 – Larger landscape island in centre of road

Description

Redesign the 24 Avenue cul-de-sac island to make it more efficient and increase landscape space. The cul-de-sac roads near the islands will be designed to accommodate emergency vehicles and service vehicles, such as garbage trucks.

Benefits

- + Increased landscape space in island and boulevards
- + Increased space for snow storage in the winter
- + Provides environmental benefits, such as reduced stormwater runoff and reduced heat island effect
- + Islands provide space for trees, which supports the City's Climate Resilience Policy goal of planting 2 million trees

Tradeoffs

- + Vehicles may need to park slightly further away
- + Depending on the concept, the design may lengthen driveways, which increases snow clearing by resident



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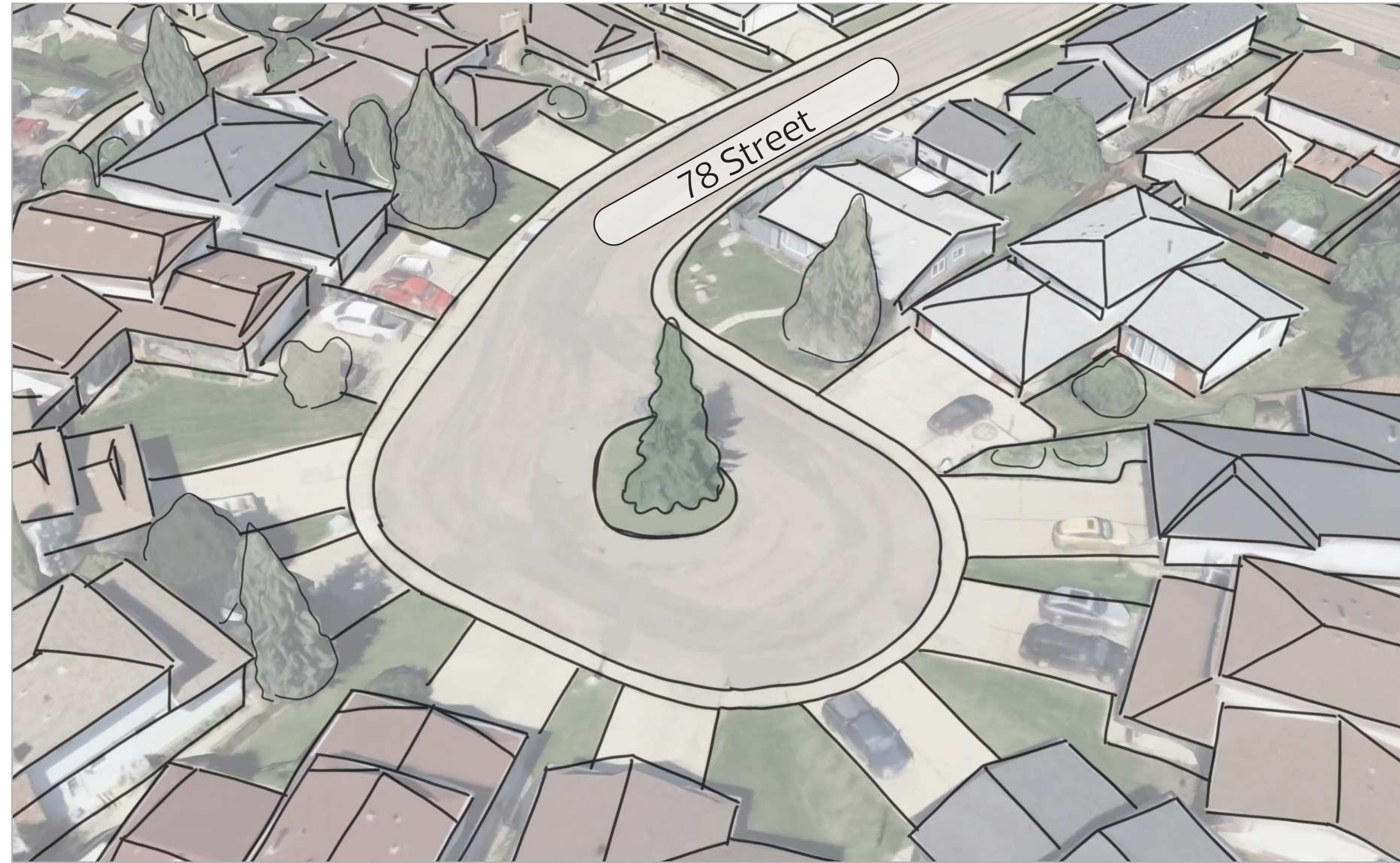
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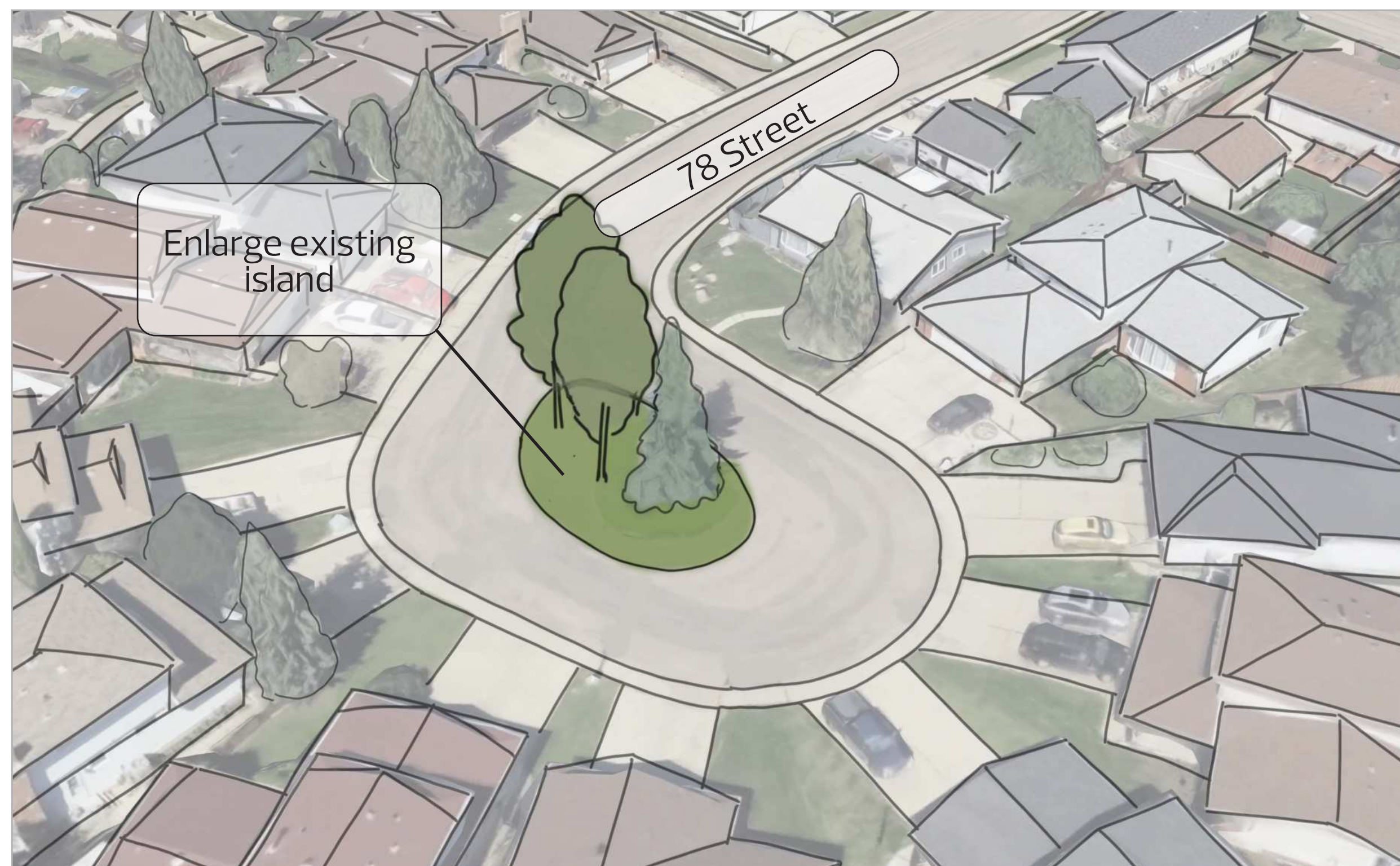
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Realigned cul-de-sac island – 78 Street



Existing Scenario



Option 1 – Larger landscaped island in centre of cul-de-sac

Description

Increase the size of the cul-de-sac island to increase landscape area. The cul-de-sac roads near the islands will be designed to accommodate emergency vehicles and service vehicles, such as garbage trucks.

Benefits

- + Increased landscape space in island
- + Increased space for snow storage in the winter
- + Provides environmental benefits, such as reduced stormwater runoff and reduced heat island effect
- + Islands provide space for trees, which supports the City's Climate Resilience Policy goal of planting 2 million trees

Tradeoffs

- + May limit the ability for vehicles to park near current island



Key Plan

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Lakewood and 85 Street redesign options

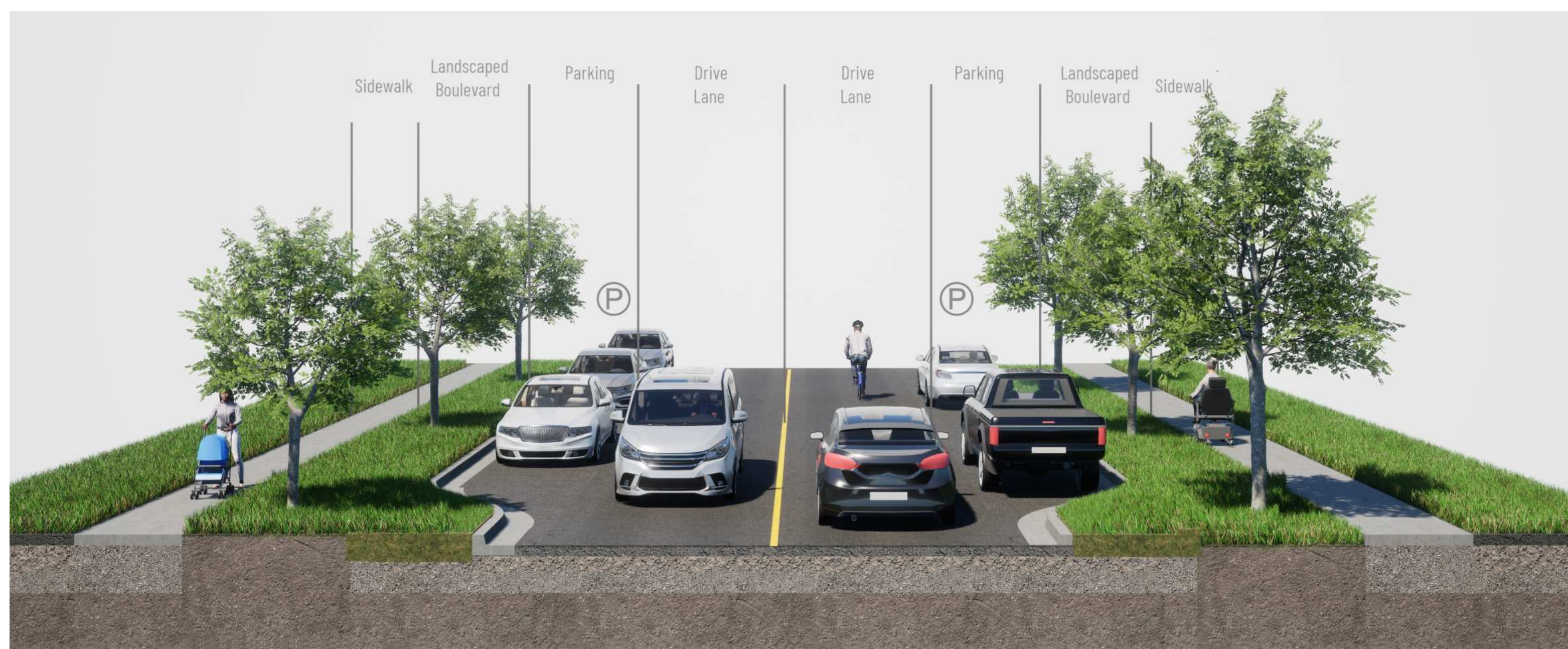


Current collector road design (85 Street looking south to 23 Avenue)



LEGEND
 Collector road redesign (Options 1 to 4 on following boards)

Option 1 – boulevards and sidewalks



Description

This option provides sidewalks that are separated from the road by a landscaped boulevard.

- + Sidewalks are separated from the road
- + People who bike share the road with people who drive
- + Trees can be installed in landscaped boulevards wherever there is sufficient space available
- + Parking is maintained on both sides of the street

REFINE

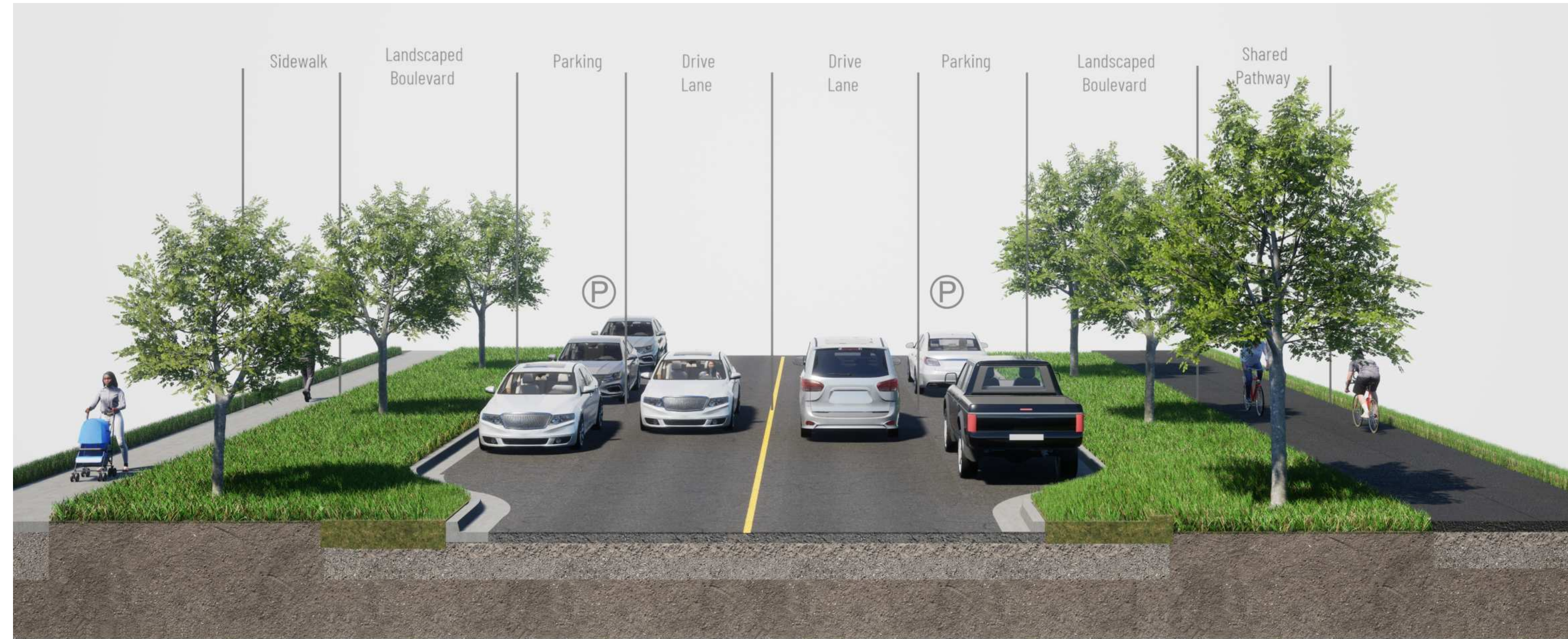
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Lakewood and 85 Street redesign options

Option 2 – boulevards and shared pathway

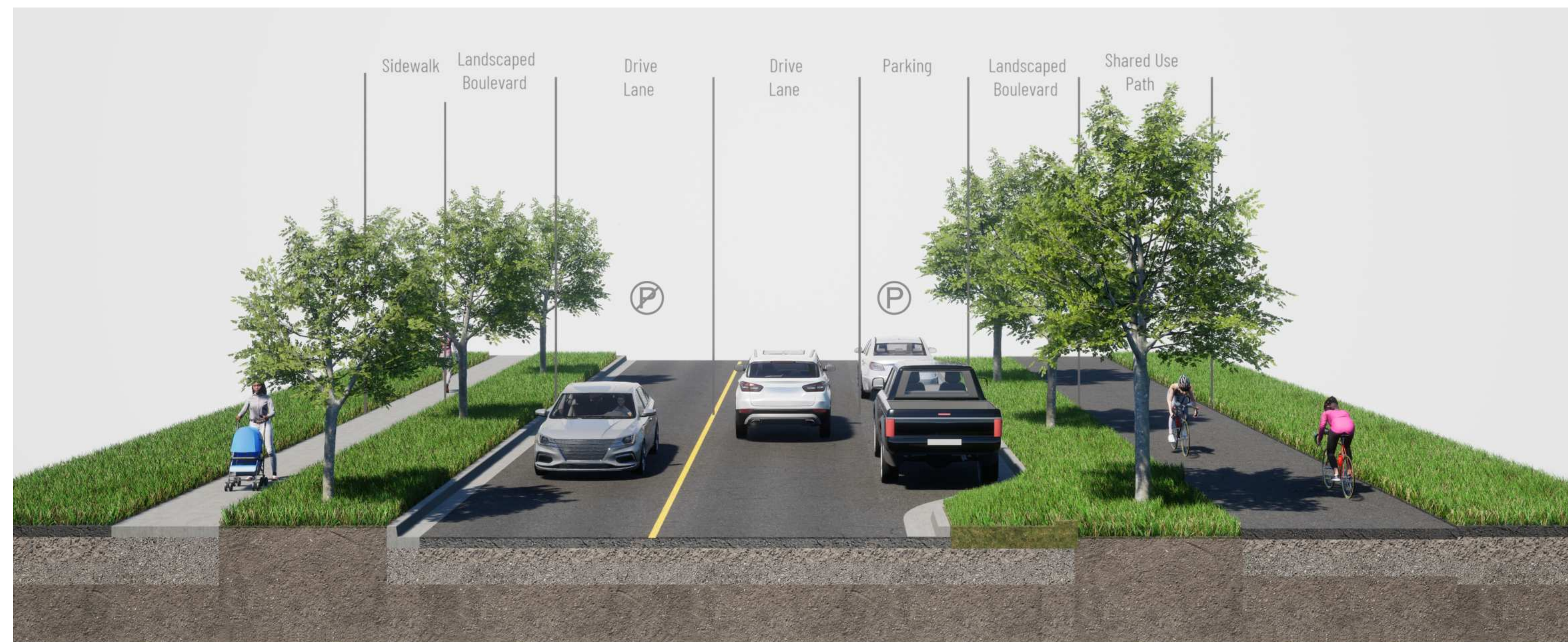


Description

This option provides a sidewalk and a shared pathway that are separated from the road by a landscaped boulevard.

- + Sidewalk is separated from the road
- + People who bike may use the shared pathway
- + Trees can be installed in landscaped boulevards wherever there is sufficient space available
- + Parking is maintained on both sides of the street and may result in less separation from property lines and more potential impacts to private landscaping on City road right-of-way

Option 3 – boulevards and shared pathway



Description

This option provides a sidewalk and a shared pathway that are separated from the road by landscaped boulevards.

- + Sidewalk is separated from the road
- + People who bike may use the shared pathway
- + Trees can be installed in landscaped boulevards wherever there is sufficient space available
- + A reduction in parking to provide more separation from property lines and less potential impacts to private landscaping on City road right-of-way

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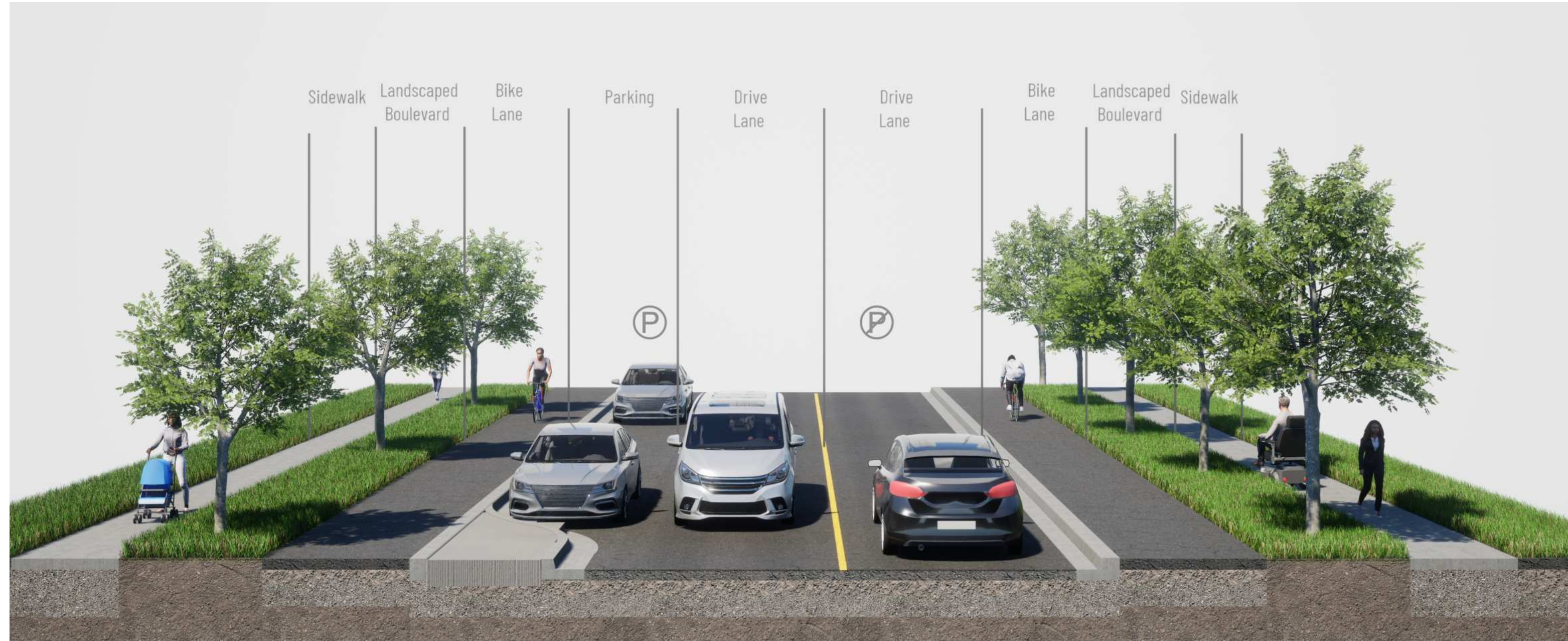
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Lakewood and 85 Street redesign options

Option 4 – protected bike lanes



Description

This option provides protected bike lanes, which are at the same height as the sidewalk and boulevard. This creates separate spaces for people biking, people walking and people driving.

- + Sidewalks are separated from the road and bike lanes
- + People who bike may use protected bike lanes
- + Trees can be installed between the bike lane and sidewalks, wherever sufficient space is available
- + A reduction in parking to provide more separation from property lines and less potential impacts to private landscaping on City road right-of-way

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Lakewood Road and 85 Street redesign comparison table

	Option 1 Boulevards and sidewalk	Option 2 Boulevards and shared pathway	Option 3 Boulevards and shared pathway	Option 4 Raised protected bike lanes
Benefits				
+ Provides more space for people walking, rolling and biking		●	●	●
+ Provide safe, 'all ages and abilities' bike connections		●	●	●
+ Separates people biking from people driving		●	●	●
+ Separates people biking from people walking and rolling				●
+ Separates people walking and rolling from potential car door swings	●	●	●	●
+ Separates people biking from potential car door swings		●	●	
+ Provides additional snow storage in boulevard	●	●	●	
+ Provides additional trees, which supports the City's Climate Resilience Policy goal of planting two million trees	●	●	●	●
+ Adjacent residents may apply to use the boulevards as part of the City's Residential Boulevard Gardening Program	●	●	●	
Tradeoffs				
+ Reduces on-street parking		●	●	●
+ People need to cross sidewalk and bike lane to access parked vehicle				●
+ Front yards may not appear as large *	●	●	●	●

**Any design changes may use the City road right-of-way next to the curb and sidewalk. However, as this right-of-way is next to the property line, some owners may feel it encroaches on their property.*

REFINE

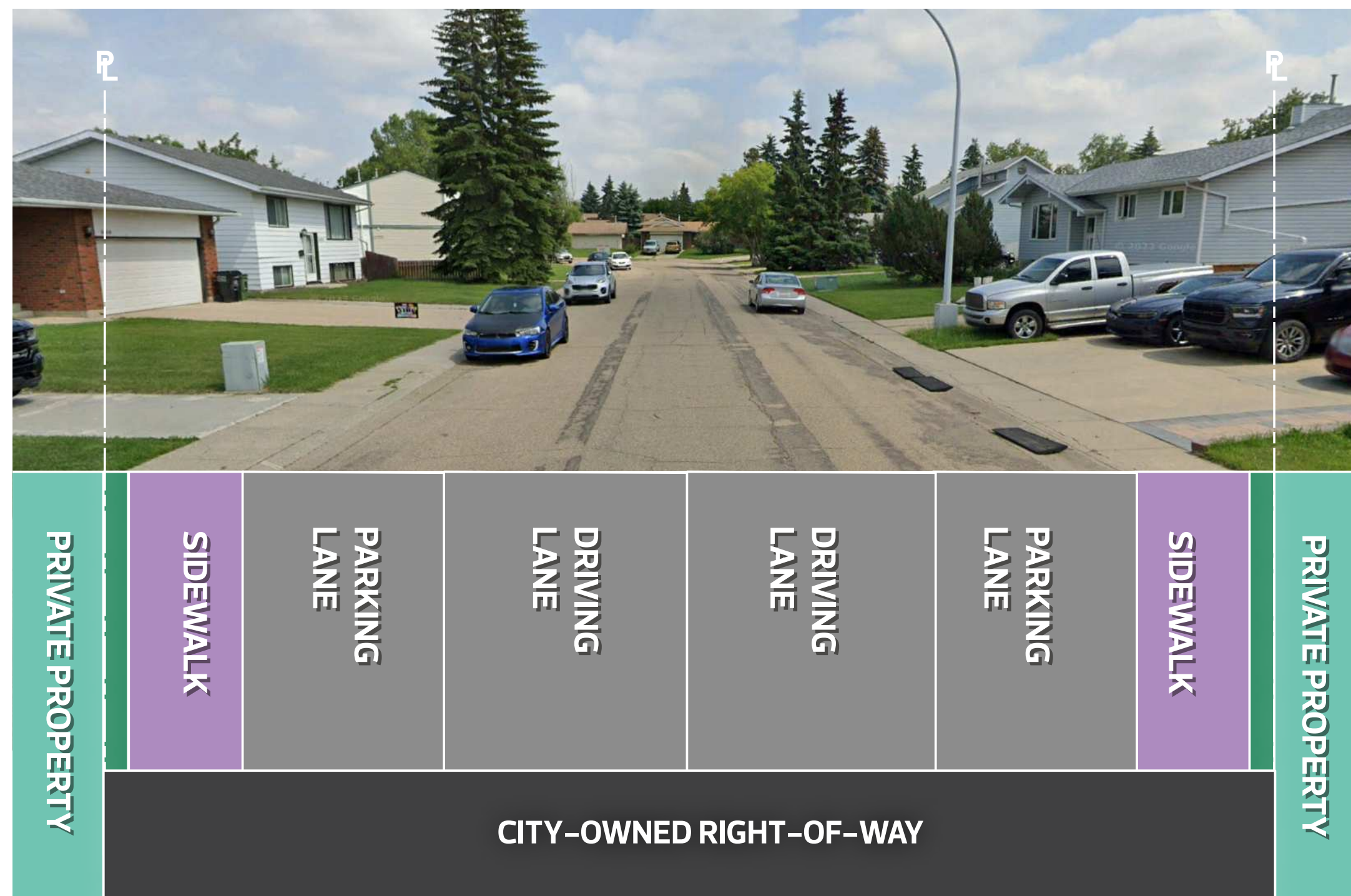
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Wide local road redesign options



Current local road design (24 Avenue looking east towards 85 Street)



LEGEND

- Local roads with additional space for redesign including biking options (Options 1 to 3 on following boards)
- Local roads with additional space for redesign (Option 1)
- Local roads that do not have additional space for redesign options and will have sidewalks widened

Option 1 – boulevards and sidewalk



Description

- This option provides sidewalks that are separated from the road by a landscaped boulevard.
- + Sidewalks are separated from the road
 - + People who bike share the road with people who drive
 - + Trees can be installed in landscaped boulevards wherever there is sufficient space available
 - + Parking is maintained on both sides of the street
 - + Traffic calming measures may be incorporated to encourage slower traffic in their immediate vicinity

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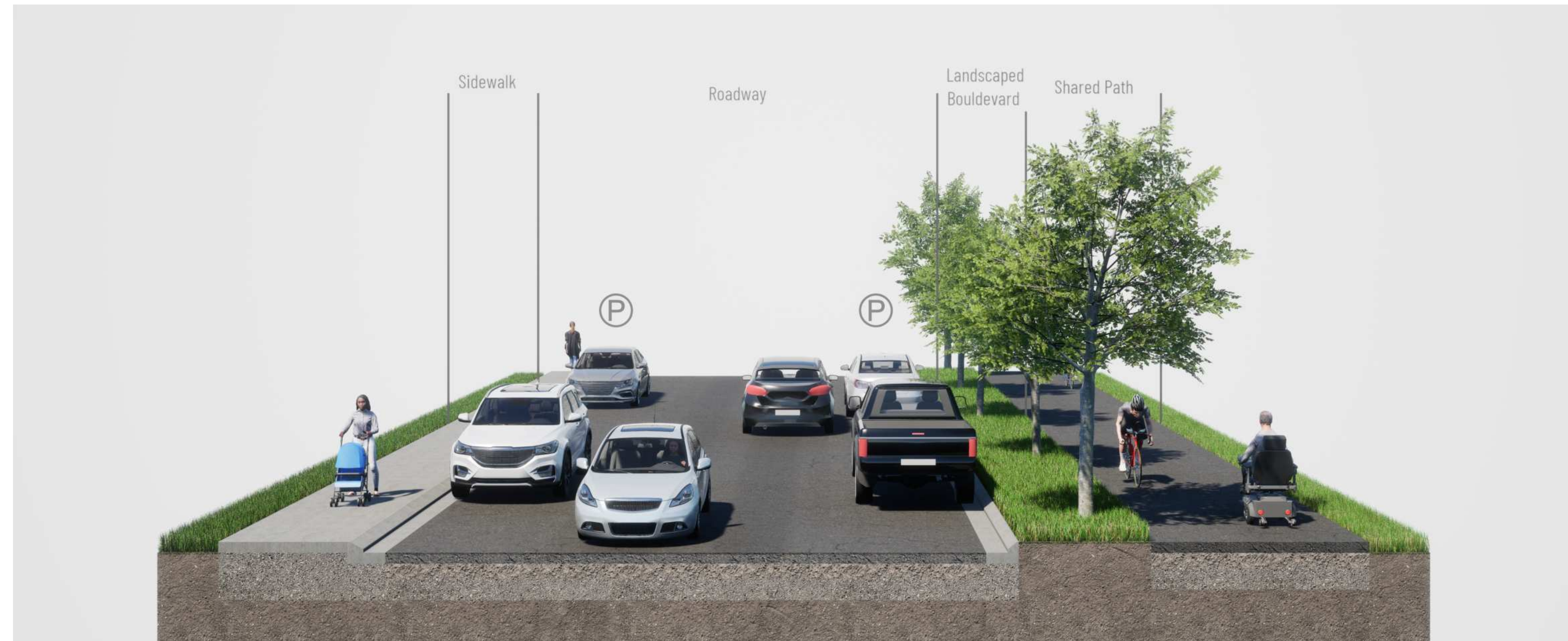


REFINE



Wide local road redesign options

Option 2 – boulevard and shared pathway



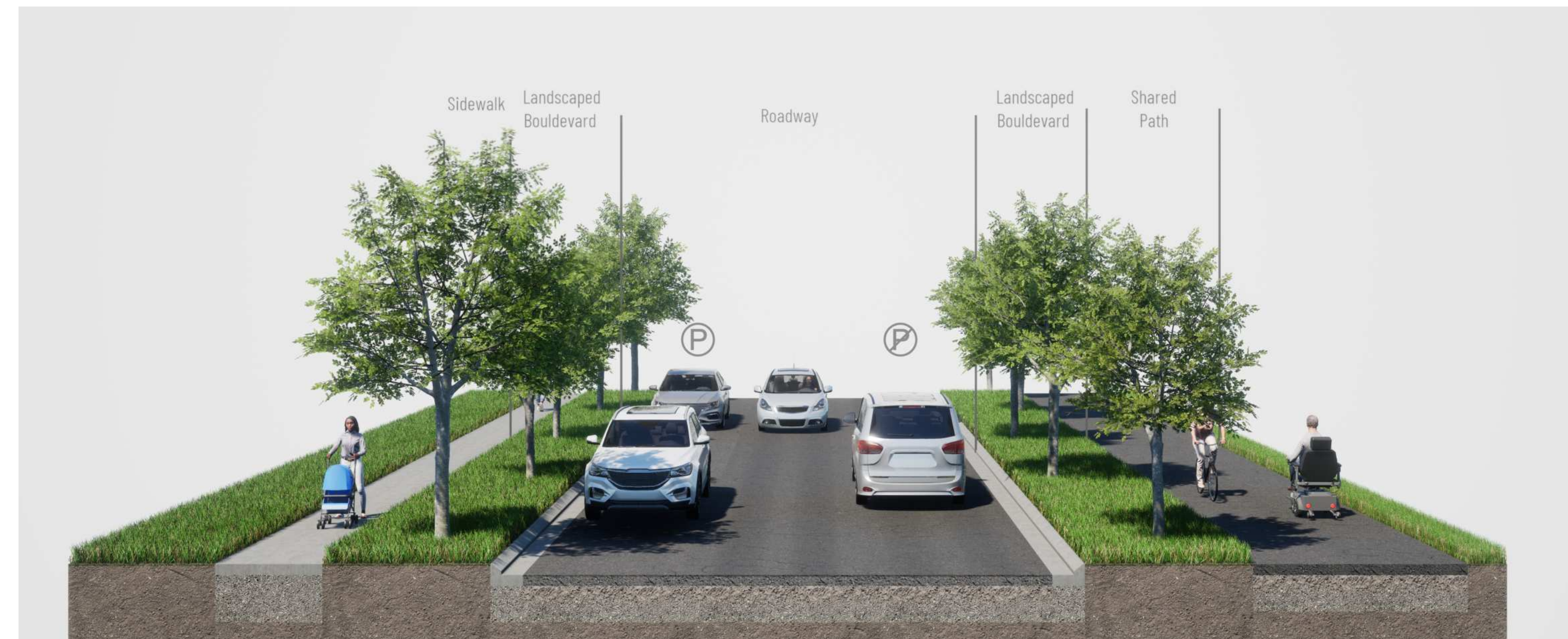
Description

Note: This option is only available for local roadways that are neighbourhood biking routes.

This option provides a sidewalk and a shared pathway that are separated from the road by a landscaped boulevard.

- + Sidewalk is not separated from the road curb
- + People who bike use the shared pathway
- + Trees can be installed in the landscaped boulevard wherever there is sufficient space available
- + Parking is maintained on both sides of the street and may result in less separation from property lines and more potential impacts to private landscaping on City road right-of-way

Option 3 – boulevards and shared pathway



Description

Note: This option is only available for local roadways that are neighbourhood biking routes.

This reduced parking option provides a sidewalk and a shared pathway that are separated from the road by landscaped boulevards.

- + Sidewalk is separated from the road
- + People who bike use the shared pathway
- + Trees can be installed in landscaped boulevards wherever there is sufficient space available
- + A reduction in parking to provide more separation from property lines and less potential impacts to private landscaping on City road right-of-way

REFINE

Wide local roads redesign comparison table

		Option 1 Boulevards and sidewalk	Option 2 Boulevard and shared pathway	Option 3 Boulevards and shared pathway
Benefits				
+ Provides more space for people walking, rolling and biking		●		●
+ Provide safe, 'all ages and abilities' bike connections		●		●
+ Separates people biking from people driving		●		●
+ Separates people biking from people walking and rolling	●			
+ Separates people walking and rolling from potential car door swings	●	●		●
+ Separates people biking from potential car door swings		●		●
+ Provides additional snow storage in boulevard	●	●		●
+ Provides additional trees, which supports the City's Climate Resilience Policy goal of planting two million trees	●	●		●
+ Adjacent residents may apply to use the boulevards as part of the City's Residential Boulevard Gardening Program	●	●		●
Tradeoffs				
+ Reduces on-street parking				●
+ People need to cross sidewalk and pathway to access parked vehicle	●	●		●
+ Front yards may not appear as large*	●	●		●

**Any design changes may use the City road right-of-way next to the curb and sidewalk. However, as this right-of-way is next to the property line, some owners may feel it encroaches on their property.*

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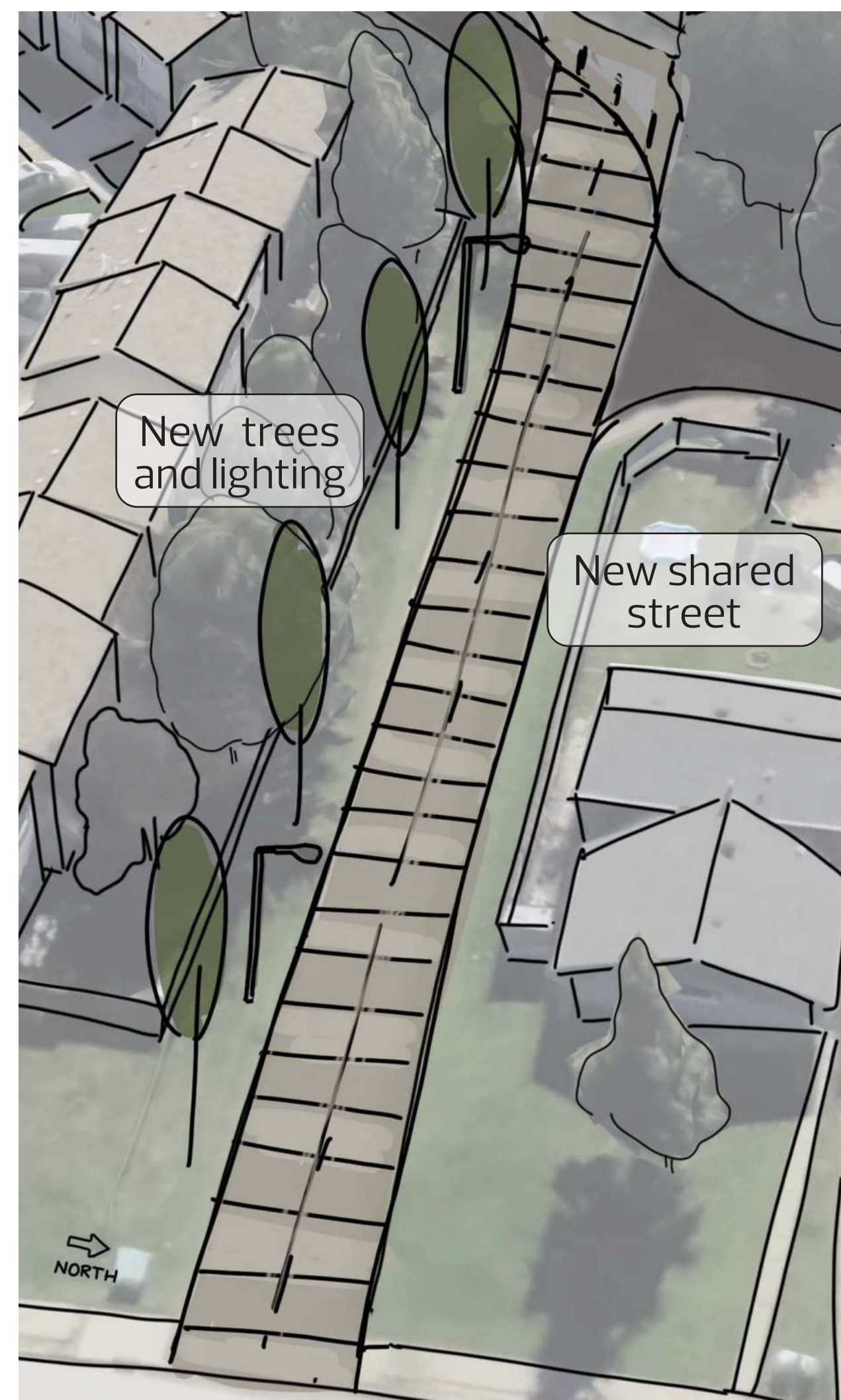


Meyonohk Neighbourhood and Alley Renewal – Exploring Options and Tradeoffs

Alley redesign options



Option 1 - alley with separate shared pathway



Option 2 - shared street



LEGEND

- Potential alley redesign to new shared street
- Alleys undergoing renewal

0 100 Metres

Alley design

Description

All alleys with standard width right-of-way (public land between private properties) will be designed similar to what is existing.

Alley with additional space for redesign

Description

There is one alley in the neighbourhood with a wider than standard right-of-way width. This alley has room for additional options as described below. Shared streets and pathways are cleared of snow by the City according to the Snow and Ice Policy.

Option 1 - alley with separate shared pathway

Description

The alley is designed with a clearly defined lit pathway connection for people who walk, roll and bike located beside the alley's driving lane.

Benefits

- + People who walk, roll or bike have a defined space separate from people who drive
- + Connects the existing breezeway to Lakewood Road
- + Lighting improves year round visibility

Tradeoffs

- + People who walk, roll or bike may have a narrower space to use when compared to a shared street

Option 2 – shared street

Description

A shared street is designed to prioritize people walking, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving and lighting to alert people who drive that they are entering a shared space.

Benefits

- + Encourages slower traffic by increasing awareness of shared users in the area
- + Connects the existing breezeway to Lakewood Road
- + Lighting improves year round visibility

Tradeoffs

- + People who walk, roll and bike share the alley with people who drive

REFINE



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Meyonohk Neighbourhood and Alley Renewal – Exploring Options and Tradeoffs

Gathering spaces and seating area options



- LEGEND**
- Potential**
- Enhanced gathering area
 - New seating area

Description

Seating areas provide benches and waste bins for people using the pathways throughout the neighbourhood. Gathering spaces are designed with features such as picnic tables to encourage small gatherings.

Benefits

- + Benches and picnic tables provide places for people of all abilities to rest as they walk, roll and bike along pathways
- + Gathering spaces encourage people to be outdoors, socialize and interact with each other, which can help to build community and promote a sense of belonging and wellbeing
- + Seating areas can highlight beautiful places in the community
- + Well-used open space increases activity and the feeling of safety in the neighbourhood

Tradeoffs

- + Open grass areas would be re-purposed for these new uses, such as seating areas, plazas and walkways



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Meyonohk Park improvement options



Option 1 – Current pathway route with expanded gathering area

Description

Improvements to pathways, gathering spaces, and seating areas in park. Areas of unused open space are redesigned with additional trees and naturalization plantings. In this option:

- + The pathway near the playground remains in its current position and people using the pathway travel through the gathering space
- + The existing unused concrete plaza to the north side of the playground is removed and a central gathering area is created near the centre of the playground area

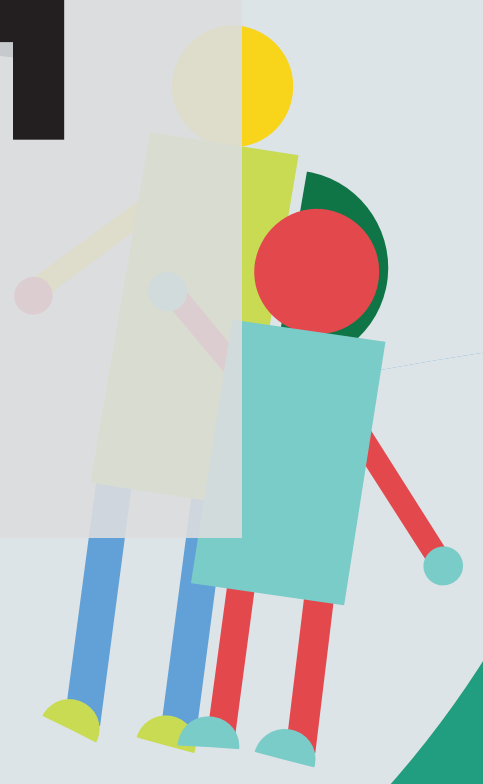
Benefits

- + Spaces are designed to encourage use of the park and small gatherings
- + Planting additional trees supports the City's Climate Resilience Policy goal of planting two million trees
- + Well-used open space increases activity and the feeling of safety in the neighbourhood
- + People using the playground have direct and easy access to the gathering area
- + New and realigned pathways improve all-season movement and accessibility throughout the site

Tradeoffs

- + There may be challenges between people biking through the plaza spaces and people who are using the gathering spaces and playground
- + The pathway may make the playground feel divided and separate from other features on the site

REFINE



Meyonohk Park improvement options



Option 2 – Realigned pathway with one connected gathering area

Description

Improvements to pathways, gathering spaces, and seating areas in park. Areas of unused open space are redesigned with additional trees and naturalization plantings. In this option:

- + The pathway is realigned to the opposite side of the playground
- + The existing unused concrete plaza to the north side of the playground is removed and replaced with one gathering space that better connects the building with the playground and other park features

Benefits

- + Spaces are designed to encourage use of the park and small gatherings
- + Planting additional trees supports the City's Climate Resilience Policy goal of planting two million trees
- + Well-used open space increases activity and the feeling of safety in the neighbourhood
- + People who bike move along the pathway separate from people using the plaza areas
- + Realignment of the pathway and gathering areas provide the potential for reshaping the play spaces in a way that better integrates with the surrounding landscape
- + The gathering area extends directly to the building, which makes the space more usable and welcoming

Tradeoffs

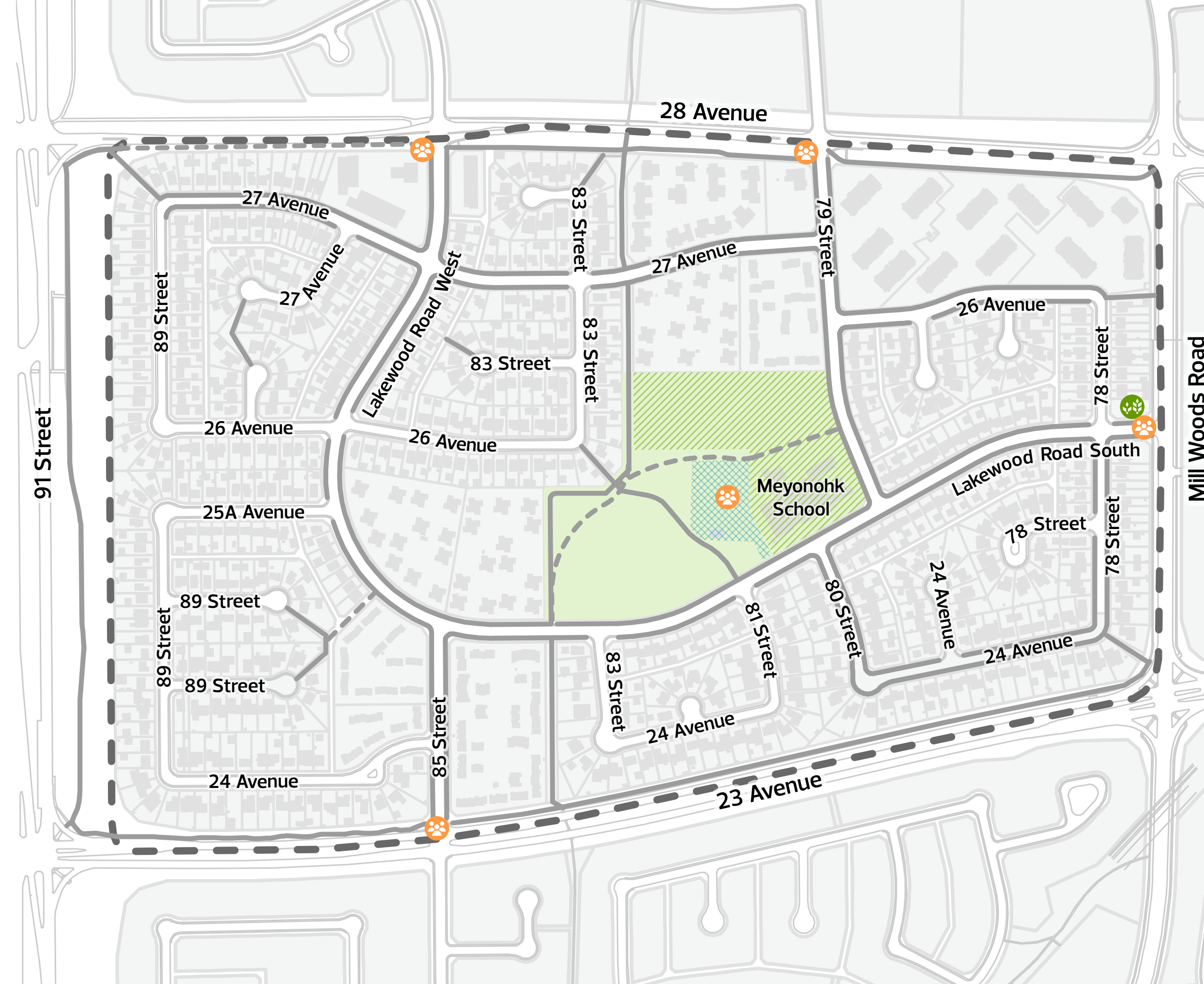
- + The open lawn space is decreased which may change informal activities in the park
- + Some people may prefer the existing pathway movement through site

REFINE



Meyonohk Neighbourhood and Alley Renewal – Exploring Options and Tradeoffs

Community-led placemaking projects



What is a community-led project?

The Park and Facility Development Process for Community Led Construction is available. If community groups are interested in undertaking projects in their neighbourhood they can connect with their Neighbourhood Resource Coordinator to help understand the different grants available for these kinds of projects and to assist on proposals.

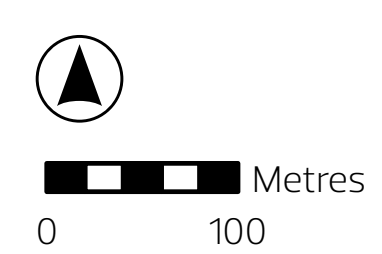
Examples of community-led projects may include murals and artwork, community entry features, community gardens and more.

How to get started?

- + Interested residents can contact their Neighbourhood Resource Coordinator (NRC) or the Neighbourhood Renewal Project Manager by calling 311 or visiting edmonton.ca. Together we can set up a first meeting with residents to discuss the process
- + City of Edmonton NRC's support communities through Park and Facility Development Process on projects such as park enhancements and murals
- + NRC's can also support the animation of open spaces by providing Parkland Licenses for events and other activities

LEGEND

- Potential**
- Community-led placemaking opportunity
- Existing**
- Private community garden



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